

# Report of Survey for Repairs, &c., of Engines & Boilers.

WED 19 FEB 1890

No. *9641* Date of Writing Report *12 & 15/2/90* Port of *Glasgow*  
 No. in Reg. Book. *678* Survey held at *Glasgow* Date, first Survey and Last Survey *3<sup>rd</sup> February 890*  
 on the Machinery of the *S.S. Ethelbert*. Master *Baldison* No. of Visits *One*  
 Tonnage { Gross *513* Net *323* Vessel built at *Belfast* By whom *W. McKean Clark* When *1881*. 1  
 Registered Horse Power *75* Engines made at *Glasgow* When *81* Boilers, when made (Main) *81* (Donkey)  
 No. of Main Boilers *8014* Owners *John Mackinnon & Co* Port *Glasgow* Voyage  
 Steam Pressure in Main Boilers If Surveyed *Afloat or in Dry Dock* *Meadowside* Class of Vessel & Machinery *100 A 1*  
 in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *5-89.*

Last Survey No. Port  
 Particulars of Examination and Repairs (if any) *Nothing + L.M.C. 5-89*  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?   
 If this was not done, state for what reasons?   
 And what parts of the Boilers could not be thus thoroughly examined?   
 Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

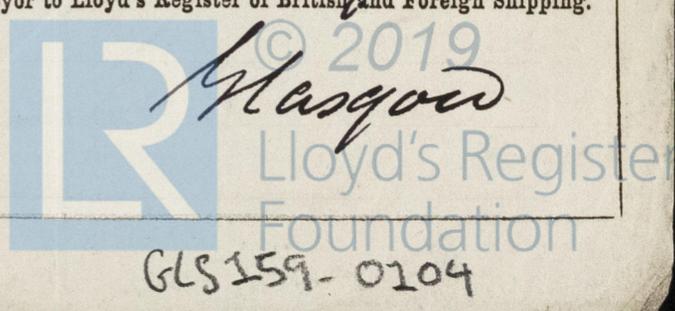
*This vessel has been placed in dry dock when the sea connections were examined externally and found in good order. Propeller & fastenings in good condition.*

General Observations, Opinion, and Recommendation:— *As far as can be seen this vessel's machinery appears to be in good order and is in my opinion eligible to remain as classed without any fresh record of survey.*  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, F.M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	188
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable)	£	:	:	188

*John Sanderson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 21 FEB 1890*  
 Assigned *As Classed*



State if a Report is also now sent on the Ship, or if not whether, and when, one will be sent.

Insert Character of Ship and Machinery precisely as in the Register Book.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

G.W.H. G.S.  
It is submitted that this  
vessel is eligible to  
remain as  
closed—  
W.A.  
19-2-90



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TESTED NOT WATER PROOF IS MARKED